The Proposed Et Alriand on Reweenaw Point.

Correspondence of The N. Prisons.

The brilliant results which have attended the mining operations in the region and the bright prospects which are now opting, consequent upon the success of the recent exphorations of the mineral lands upon the eastern extremity of Keweenaw Point, are fast rendering some things, hitherto highly desirable, matters of necessity. The Saut Canal we are now sure of, and the whole lake will feel its influence from the day it is completed. But there are many local improvements which cannot much longer be delayed. Keweenaw Point, for instance, is now proved to be a great copper mining country. A great commercial interest is rapidly developing itself, and the want begins to be seriously felt of some general center of trade and exchange for its various mines. Thus far a mine or two here and a mine or two there could transact its freighting business at this, that or the other landing. The Cliff and North American, for instance, could send their copper to Eagle River and draw their supplies from the same place with horse-teams, though a ridge four to five hundred feet high intervened. These mines were then experiments, and the situation of things did not justify the expense of contriving any better means of communication. So, too. Copper Falls and the North Western could be accommodated at Eagle Harbor; and the new mines back of Copper Harbor have perforce been contented thus far with a horse track over the ridge to that place. A store at each principal mine and a few shops at each of the little ports have thus far answered for the absolute necessities of the people, the population being small and privation being readily borne. Business has not been sufficient to warrant really large establishments, and, speaking generally, for anything beyond such articles as are called for daily people have had to send below. For instance, a gentleman writing at another table in this room is sending down to Detroit for a scythe and a log-chain.

The necessity o

The necessity of some point, which shall be the center of business of this part of the mining region, as Onton-agon is of the region about the river of that name, is ap-parent. Could the business of the mines already in suc-

perent. Could the business of the mines already in successful operation be concentrated, a vast saving would be effected in their actual expenses, besides the increased accommodation which would follow.

The three rival ports on Keweenaw Point now striving to become the center of business, are Copper Harbor, Eagle Harbor is small but has a good depth of water within, yet its entrance is narrow, very crooked and only capable of improvement at considerable expense. At Eagle River there is no harbor whatsoever, and if the tine pier, which Senter & Mandlebaum are now extending 700 feet into the lake, should stand the ice in the spring. I see not how it can be accessible except in calm weather. For Copper Harbor nature has done her best. The steamboat Captains speak of it in high terms, and declare it the best on the South shore of the Lake, save that at Grand Island, and the only reliable one on the Point. It is three on the South shore of the Lake, wave that at Orani Land, and the only rehable one on the Point. It is three miles long from East to West, from half a mile to a mile in width, and the depth of the water is given on the chart from sixteen to thirty-one feet. The entrance is broad and deep and accessible is all winds, and when once a recall in side to wind that blows has never over her, as a broad and deep and accessible in all winds, and when once a vessel is inside no wind that blows has power over her, as a chain of islands, points and reefs serve as a complete breakwater. No disinterested person, I think, can stand on the hills back of this fine little bay, and not see how admirably it is fitted to become the principal port of this region, if a communication at once speedy, certain and cheap were opened with the valley in which most of the mires lie.

Such a communication was a matter of some discussion last season, and an article or two upon the subject was admitted into the columns of The Tribuna. The preposal at that time was to construct a railroad through the valleys of the Little Montreal and Esgle Rivers, with its eastern terminus at Copper Harbor. In my recent foot tour hither I have followed the line of the proposed route, and can add testimony as to its feasibility. To those familiar with the topography of Kewcenaw Point it need hardly be said that its main features depend upon two lofty ranges running parallel to the west and borth shore, and bending as that shore bends from a morth-easterly to a course directly cast, as we approach rth-easterly to a course directly east, as we approach

morth-easterly to a course directly east, as we approach the extremity.

These two ranges run at a distance from each other varying from half a mile to two miles, the south range rising in two places to a hight of 834 and 864 feet, the morth to a hight nearly corresponding. Of course I speak only of the main lines of hills, casting out of view their further division here and there into ranges of less extent. On the south side of what is here called the morth range, and looking into the uninterrupted valley, which runs between the two their whole length, lie most of the principal mines. The questions arise: 1. Can these mines all be accommodated with a single line of railroad? and 2. Is there any break in either ridge which will allow such a road to reach the lake shore? I should answer both questions without hesitation in the affirmative.

Jahould answer both questions without nestation in the affirmative.

In walking from the landing at Copper Harbor to the Star mine, which is in the valley of the Little Montreal, the route led over the low grounds west of beautiful living lands. The lands was the lands ground to the view of the harbor from the lake. On the side of this hill there is a natural ahelf, or step, which leads into the gorge of the outlet of Lake Manganese. This lake is 135 feet above the waters in the harbor, and distant a little over one and a half miles; thus, making some allowance for the hight of wharves, &c., offering an easy route for a road at a grade something above 80 feet to the mile, much lower than many grades at the east. Keeping round Mangathan many graces at the east. Keeping round Manga-nese Lake to the East, the route would wind into a break of the trap range, which offers but one obstruction, and that easily removable, and pass into the Little Mon-tical valley on a grade, at most, of some 40 or 45 feet. Once within the valley the route is perfectly practica-

ble. An arm running down to the east some six miles would accommodate the New Lac is Belle, the Star, Manitou, and several other mines not yet opened, but which will soon be in operation. The other arm would pass west up the valley, by the Cape, Iron City, Bluff Mandau, North-West, Summit, Dana, Waterbury, Connecticut, North-Western mines, and here crossing the awamp which divides the waters of the Little Montreal from those of Eagle River, would pass down the east branch of the latter, by the Eagle River, and Humboldt (connected by a branch of a mile length mines, to the

from those of Eagle River, would pass down the east branch of the latter, by the Eagle River, and Humboldt (connected by a branch of a mile length) mines, to the junction of the two branches of Eagle River. Thence up the west branch by the Eureka to the Cliff and North American mines. The route is also perfectly feasible, through to Portage Lake, and onward to the proposed Ontongon Road. The length of this arm of the road (to the Cliff) would be about 22 miles.

As to the expense of construction, though labor here is dear, "surface hands" getting readily \$20 per mouth and found, and very scarce at that, it must be recollected that a mere freight road is all that is wanted at present: though judging from the influx of strangers this summer, a passenger car or two would find ample employment for some months in the year. A road that would be amply sufficient for some years, might be constructed at a very small expense comparatively. The section to Lake Manganese is upon a conglomerate which I am told can easily be wrought with a pick, and in the valley If a regular graded road was required, it could be constructed of the small knells of gravel which are found at the months of all the gorges in the range. A gentleman familiar with the country, with whom I had some conver-

of the small knells of gravel, it come be constructed of the small knells of gravel which are found at the menths of all the gorges in the range. A gentleman familiar with the country, with whom I had some conversation on the matter, thinks that the better way would be to have but little grading, and use the abundance of timber on the route in constructing a good portion of the road on piles. This he thinks would be more economical; would for some years be all that is needed and avoid to some extent the inconvenience of deep snow.

What the amount of freightage would be I have no reliable statistics. When a mine is first opened there is little to transport save the necessary supplies for man and beast. I obtained a careful computation at the Iroa CMy nine, which receives its supplies via Copper Harbor, and draws them with a single horse on a nort of jumper, some five miles over the hills. For 22 men and one or two horses the supplies amounted in the aggregate to about 25 tons, and the expense in summer of transporting them is from to 88 cents to \$1 per cwt, in winter about half that. The gentlemen at the Bluff and Cape mines confirmed this statement. At the Cvff and North American I was informed that the experts of the two mines would reach over 1,400 tuns of copper during

North American I was informed that the exports of the two mines would reach over 1,400 tuns of copper during the present year, and the imports from 125 to 150 tuns of various merchandise, at a cost from Eagle River, about three miles, of \$1 50 per tun.

The expenses of these two Companies will be reduced hereafter by the construction of a macadamized road to the river, and by the use of Senter & Mandelbaum's pier, which will save the trouble and expense of conveying everything to and from vessels by means of lighters. The idea of such a road here in the cold North, with deep snows on the ground for so many long, long weeks, may seem chimerical, but not more so, I submit, than the project some years since of putting a steamboat on a lake, where navigation is practicable but about half the pear. And yet we have at this time two propellers and two side wheel boats in constant employ. The thing is feasible, and I believe would pay—if not directly then hadreely, as the St. Lawrence County potato croppays for the Ogdensburg Railroad.

UtAH.

worth mentioning.

We arrived at Fort Learnie on the 1st day of May, twenty six days from St. doseph; the distance is about 800 miles. Up to thus time we traveled eithout hindrance; the weather was cold, windy, and rainy, but the roads were good, and we averaged near thirty miles a day.

the roads were good, and we averaged near thirty miles a day.

For Laramie is a preity piace, situate on the west bank of Laramie Fork. The Commandant is Lieut Garnett, a commortable bachelor, and every way a gentleman. I spect as evening in his company, at his quarters, and had a comfortable time. I felt considerably at home a sain especially as I could sit in a near room on a chair, indeed on a cigar and other refreshment, cold and how Onward was our motte, and accordingly we rolled out on the morning of the 2d May, and his adequit of the last appearance of ovillustion which we were to behold until our arrival at Sait Lake City. Here we came no to and into the Rocky Mountains, and commence winding our way among the Rick Hills, which are a spur of the Rocky Mountains.

We found the road rough and hilly, but not very hard to travel.

Near Mills, which are a spur of the Rocky Mount-ins. We found the road rough and hilly, but not very hard to travel.

Some objects of interest occasionally appear, among which I remember Chimney Rock and Castie Rock. Chimney Rock is in fact no rock, but a tall column of sand which has survived the fate of its kindred bluff, which has been washed from all about it; it is across the plain, about three miles from the road, but looks muco nearer; some of our company went out to see it, but came has ke sat sided that they had paid too much for the whistis. The mest interesting right I saw, is the Great Gorge of the Plaine, where it makes its last grand passage forough the Rocky Mountains. We camped near, and I spent several hours in exploring it. The Platte is a noble river larger at this point than the Cheming at Elmira. The Gorge is in length about twive miles but is most interesting at the mouth. I passed up the chasm about a mile. The sides are of solid rock, at least 100 feet high; the water rushes through with irrestable f roc, and the whole accerty is of the most grand and soblime description. A gun fixed here rears like a carnon and the sound is echoed a thousand times from the bird's and Kany and all obcompared with it. I climbed up the precipite to the summit of the sluff. The ascent proved to be very difficult and dargerous; a misstep would have precipitated me to a depth of hundreds of feet. I think I chall never in he a sunitar journey, but the view for in the summit was ample on measured of the darger and fatigue; the Rocky Mountains in the distance, caped with perpetual snows—the wild ravioes of the Black Hills in every direction far and near—the sun esting in the west, casting its shadows all around, while the Platte, rolling and roaring in the gorge beneath me made up a rone too subline and impressive for my limited powers of description. While in camp at the olives, our firend Rogers, who is a great hunter, killed a mountain aftern animal very much in appearance like the deer of our country. The me

the mines would reach over 1,400 tuns of copper during the present year, and the imports from 125 to 150 tuns of various merchardise, at a cost from Eagle River, about three miles, of \$1.50 per tun.

The expenses of these two Companies will be reduced hereafter by the construction of a macadamized road to the river, and by the use of Senter & Mandelbaum's pier, which will save the trouble and expense of conveying everything to and from vessels by means of lighters. The idea of such a road here in the cold North, with deep snows on the ground for so many long, long weeks, may seem chimerical, but not more so. I submit, than the preject some years since of putting a steamboat on a lake, where navigation is practicable but about half the year. And yet we have at this time two propellers and two side wheel boats in constant employ. The thing is fassible, and I believe would pay—if not directly them hidreetly, as the St. Lawrence County potato croppays for the Ogdensburg Railroad.

LUCAH

Journey Across the Plains—Great Salt Lake—State of Seelety—Brigham Yeans—Polygnmy.

BY Brow The Back (Steaben Co. N. N.) Advoscus.

From The Back (Steaben Co. N. N.) Advoscus, June 25, 1833.

W. C. Rieders—Polyminy.

From The Back (Steaben Co. N. N.) Advoscus, June 25, 1833.

W. C. Rieders—Polyminy.

Great Salt Lake this opportunity to specific the state of the selection of the sel

Inform you of my one prival in the capital offy of the which happened to me done I fast O. 18 which is happened to me done I fast O. 18 which is happened to me done I fast O. 18 which is happened to me done I fast O. 18 which is happened to me done I fast O. 18 which is happened to me done I fast O. 18 which is happened to me done I fast O. 18 which is happened to me done I fast O. 18 which is happened to me done I fast O. 18 which is happened to me done I fast O. 18 which is an interest of the I fast O. 18 which is the control of the I fast O. 18 which is the control of the I fast O. 18 which is the control of the I fast O. 18 which is the control of the I fast O. 18 which is the control of the I fast O. 18 which is the I fast O. 18 which were not recorded to make the present of the I fast O. 18 which were not recorded at a which is the control of the I fast O. 18 which were not to the I fast O. 18 which were no

Carrera has an army of 2,500 men, well

President Chamorro came near being murdered about ten days ago, in Managua. The soldiers discovered the plot in time to save him. Four prisoners were brought here on Saturday night last from Managua, and committed to prison. They implicate certain Revolutionists, and say they were to have received a large sum for the

On the evening of the 28th ult. an express arrived On the evening of the 28th ult. an express arrived here from Leon, announcing the death of the Bishop at his palace. He died the day before, and report says, was poisoned. As several of his servants died also, it is set down as a fact that some person or persons administered poison, and two gentlemen of Granada, whose names I have not been able yet to ascertain, were arrested last night. They had just arrived, and were with the Bishop a few moments before leaving Leon. All is excitement and confusion here, the beils tolling, and masses being performed in all the churches. Up to the time of my writing, nothing further has been heard of the poisoners of the Bishon.

the poisoners of the Bishop.

Are we poor Americans to remain here in this country Are we poor Americans to remain here in this country without any officer of the United States Government to appeal to in case of insult and had treatment? I did not so understand the message of Gen Pierce. True, be has appointed two Ministers here. But while there are plenty of capable men ready to come, will be leave us unprotected here because he wishes certain men of certain politics, who have unfinished plans to complete at home, and therefore one resigns and another delays coming, and all this time Americans are suffering. This is not as it should be. is not as it should be.

LETTERS FROM THE PEOPLE.

DARK SHADOWS.

To the Editor of The N. Y. Tribros.

Sir: "Gentlemen, I tell you that Sodom and Gomor"rah in their worst days did not contain more foulness
"than this same City of New-York at this time." Such
were the strong but true words used by one of our best and most popular physicians to his class at a medica college in this City last week. The remark was called and most popular physicians to his class at a medical college in this City last week. The remark was called forth by the presence in that room of several specimens of the genus "homo," of one year old and less, brought to him for his advice at the College Chinque; poor, wretched, shrunk and withered specimens they were. And what was their disease? What was it that caused the strong mothers to bring those lattle objects, locking more like halt flayed cats than buman beings! One single disease, one single curse, a curse brought on them by the six of the City Gevernment in two words. District Stragers, Yes, Mr. Echier, out those two words in year largest type, and let us see if we cannot get the public to open their systemic support penetrates among thoses who are not forced or led as we physicians are to tread the narrow streets, the dark and leather me alleys and back court yards of this large City. Let those assets in who sit high in the Synag suns, they out stand shall. Let us have a lond indignant shout to those in pewer which shall rink in their ear-until we are not of this foul, unrighteous blot upon the name of our good City. It is no use waiting until cholera yellow fewer replays breaks cut and runs its ravages; then it is too late, not only is the mischlet done, but when the pestilere appears those whose works would have weight with our Government have basely deserted the City, and in some pure country place watch as ely until the fire has burned itself out.

Now's the day and now's the boar." And while we ned itself out. Now's the day and now's the heur." And while we

"Now's me day in the control of a large city does not simply consist in sora tohing to

gether, new and then, a pile or two of dirt, and carting part of the part of the part of the numbers of occupant of temperate the part of the part of

size of that below but nothing like it as to cleaniness, that roof being abingled and covered with moss and mod, is always stemming and wet. The windows are open, but the sir is too foul almost to breathe. Across one end of the room is a tailor's board, with four men and four women hard at work sewing as dipressing damp cloth. On a table is their dinner—a baker's pie and some hard-boiled eggs. But you say you've seen enough. Well, after writing a prescription we are again in the street. A wagon stands in the door—"Here's your nice peaches, two cents a quart—"here it ey go!" There, look at the women, with their bobies in their arms, crowding round the wagon and baying these hard windfall, as digestible as bruchate and mois rubber, each baby has one to bite, of course.

Now, Mr. Editor, I have notshown you the worst places. I have morely given you an average view, and perhaps a little better than the average, of the home of simple, nonest hard fasted powerty. I have left the places where crims and drunkenness make they homes entirely unvisited. I have not been into the recking cellars and rat holes. Before I return to my home I shall see much worse than these, that we have visited together. I on ask mo how I can stand it? I do not know. I know that I am suffering, and have been for two months past, from the effects of expering a self to the footh means of these places, but I have no time to be sick while I can do some good here. If I fall, it cannot be in a nobler canse.

But now we come to the great question. How is all this to be remedied? The time has gone by for us to expect any attention to complaints made to or against Health Inspectors. Street inspectors, and birds of this feather. Not I fall, it cannot be in a nobler canse.

But now we come to the great question. How is all this to be remedied? The time has gone by for no to expect any attention to complaints made to or against Health Inspectors. Street Inspectors, and birds of this feather. Not I have no remedied to the properties of the properties and t manageable. It is not for me to pointfout the details of what ought to

in the not for me to pointfout the details of what ought to be cone; let a me ablet pen than mine do this. Let our Representatives at Albany be shown what should be done there is not the country members know that when they bring their families to this great pile of brick and morrar, to see our Crystal value or void our showy stores, that they are bringing them from health and strength to face pestilence and death.

What great philanthropist will leave the heathen to his braiting ignorance for a time and turn his charity—where it ought always to begin—bottleward. And where are our Cleryy! In my rambles, I meet often the black bounet of the Catholic sister; and of an write the certificate for the attendance of the priest. But where are our Protestant ministers! Are they all at Saratigs and Newport! or traveling on increased salaries in Europe? I suppose an for I meet them in t. But, Sir, your space is valuable, and I must drop my pen, to resume it—with your permission—at some future time. I shall not apologically the length of my communication, the importance of the subject justice. of my communication, the importance of the subject justi-fies it, and if the length of it prevents any one whose eye glances over it from reading, sondering and then putting ans shoulder to the wheel, I can only say I pity him. H. D.

THE ERIE ROAD MAIL AGENTS.

THE ERIE ROAD MAIL AGENTS.

To the Editor of The N. Y. Tribuse.

Sin: While you are eagaged in reforming the Post Office very many persons would be thankful for an overhauling of the Mail Agents on the Erie Railroad. Letters to this place from the city, mailed in the afternoon, reach Deposit, or should do so, at 1 A. M next morning and should be taken by stage to this place same day. Six or seven hours delay is allowed at Deposit—time enough surely for their dispatch from that office. But instead of coming on the same day they are usually stopped till the next. Letters mailed at New-York the 19th and which should be here the 20th have just arrived this evaning.—This is a common thing. The fault has between the Post Master at Deposit and the Mail Agents on the road. It is said that these frequently fail to leave their mails at the proper office, carrying them by and bringing them back on some day after. Nothing can be worse than the general management in these matters. Let the Administration am ploy its own partisans, if it will, out it should at least select men who can read with facility and who are competent for the service. Yours, respectfuly.

A SUFFERER.

Butternats, Ostego Co. N. Y. Oct 22.

The Land of Park T. Process.

Office vary any person would be therefore hashing of the Mail Agents on the Eric Balleson Letters to this place from the city, midel as the Mail Agents on the Eric Balleson Letters to this place from the city midel as the Deposit. The meaning and the Mail Agents on the Park T. Proceedings of the Park Copped from the meaning report that the transport of the Mail Agents on the Sale Agents and the Mail Agents on the road. Letters and did New York the 19th and which the late the transport of the Mail Agents on the road. Letters and the Mail Agents on the road. Letters and the Mail Agents on the road. Letters and the Mail Agents on the road. Letters are the sale of the Mail Agents of the Mail Agents on the road. It was not to the Mail Agents on the road and the Mail Agents on the road. It was not the Mail Agents on the road and the Mail Agents on the road and the Mail Agents on the road. The Mail Agents of the Mail Agents of

care was to make some inquiries respecting my intended route across the Pampss and Codditeras to Valparasio and had I been one easily frightened, what I is across would at once have decided me. There was not a person that I ip ke to but fold me it was at this time of two year, with the Lotines in full rebellion, sweeping in mail decide builds scross the country an enterprize which it would be cownright madness to attempt. As to the Indians, such desperate eavages were never before teard of and I was gravely inforced that they never made prisoners except young girls whom they carried away to their with hunds, imply cutting the throats of their make captives and them time. Even should I reach M-indoxa-almost an impossibility—I should have to stop there at least till December or January, as the meantain galates and path, at this time of the year, were imponerable, being perfectly

Mendoza without damage of life or limb. His passage over the Cordillerss was full of "hair breadth 'scapes,"

sleit well, glad enough to have entered at last on the disibing stage of my land voyage. Our little carevan consited, besides the guide, a Collean, with a green Cullean
poncho, (a color not patroularly like di the Argentica re
public,) of two peous or set v. nts. who were to carry any
baggage and provisions across the snow when we took to
walking, now all mounted on mules.

4. The morning rose in great nearty. The sky was clear
and blue, and when the sun ascended over the wire and
ocean-like Pampas and even a long while before, while it
was yet dusky on the plans, the snowy peaks of the glgantic mon tains sparkled in his rosy beams, anowing their
charp and rugyed outlines on the dark blue transparent
sky. At list the sun threw his warm and glowing rayover the wide landscape, and over the cloud-like anow
files of the C-roilleras, and the birds chirped, the devgistened on the green leaves of the bushes, our animals
trated himly along the narrow path, and even my our
panions, in other respects not very agreeable to look up onpanions, in other respects not very agreeable to look up onpanions, in other respects not very agreeable to look up onpanions, in other respects not very agreeable to look up onpanions, in other respects not very agreeable to look up onpanions, in other respects not very agreeable, and about ofteen step from the door, in the direction of the path was
a low, thick stramed willow, where my three companions
mening as the bird and mules.

To the right of our path stood a solitary and lonesome
little house, surrounded by a small garden, and about diteen steps from the door, in the direction of the path waa low, thick stramed willow, where my three companions
methods in their sacoles their heads devoutly bent to
prayer. I gazed at them in astonishment, when my guideclasping on his had again, oninted up, with a grin, at the
tree, exclaiming "uns beta" (a boot).

I looke our part leave the first of the disputed when the
companion with other with the second of the propersy
h

found the water which I had standing near me, in a tid odp, as a crule, was frozen.

This was the first sign of our having made some headway up the mountaine; and after half an-hour s march that merning, we fourd planty mere. The little stream, by whose back we shoped our way, was covered with ico, and where it had everflown the path, a very common occurrence, the ground was so slippery that our mulas sind atout, on stimes in a really dangerous manner. The exclassion by which my Coulean guide sought to encourage at deber the poor animals was characteristic; it was "Oh," mula! oh, mula! reminding them that they were mules—and how could note slip? In truth, the poor animals treed their best and always shooteded, so that we passed places

where horses would have broken their own and the riders' necks.

His ar and higher we climbed, till reaching the first mants we found correlves on a flat and naked, snow covered ridge; but though these hills are tolerably high, and would be called in many countries mountains, here, in comparison with the Cordilleras, they seem contemptible, and the Mendeziane gave them the rather equivocal name of the picips de las Cordilleras.

dent. I might throw myself off its back, and ching to the rock.

But why, the reader may sak, did you not get off the mile at once, and pass dangeroms places on foot? Simply my ender in the first place, because the danger is the same for many onlies; and seasonly, because those men who past their lives in leading travelers over these mountains, how best where to walk, and where to ride, and I followed the example my suide set me. Nor, to tell the torn, did it the moment think of any thing but my male, as he moved slowly, step by step round the yawong abyos, with somely three incress to appear on either side. As we proceed, the path got still narrower, the abyos seemed desper; and looking cown once, between the mule's side and my through I saw below in the deep hollow a perfect heap of skel-tone—unless that midst have tumbled down since the last flued—or their bone a would have been washed away. In my horror I forgot the warning of the varqianal plants in the sadelle-bage against the one as it is must craimble beats it is next step. My improdence was near belog fitte to noe, for turning the head of my unite away from the process. I looking are reader, no such thing—we did not tumble. The mule planted its fora hools on a firm part of the combination of steps, and lifted itself up again just as a and piece of atom, thosened by the effort, felt noiselessy from the public alterward with a dull hollow sendel into the deep.

I need not be ashamed to say that this little incident made me trendle, and I thought the blood became stigned in my verts. But moles are aplended andmals for such rune, and whether for the sease of the rider or their own they proceed with the utunes canton as I had now learn trome around a rock white his down was they proceed with the utunes canton as I had now learn trome denote as now drift, or rather a ledge of about ten of twelve paces, where a quantity of sowe had drifted from an arrow galety and a space net sex inches in with, as even that so tare, though some passes the green well of the w

We must emit our traveler's admirable sketches? Valparaiso, and Chilian life, and basten to San Pract co, which he reaches in the autumn of 1849. Here

his first impressions:

co, which he reaches in the antumn of 1849. Here his first impressions:

San Francisco is 1849.

The Golden Gate is ready a spiendid entrance to said bay as San Francisco; it bears some resemblance to be trace of Fort Jackson, it ept that the mountain are not er here, and the country looked even wider; but the gight ready has had descriptions enough about it, as sent much prefer taking him back to our own ship, at the commence with me the new, and, if wearsons, accurately wile and interesting life.

The passengers had crosseded on the fore part of twessel and we looked first for tents and burs along a store, and numerous herds of tattle and horse gladded our eyes—nuch things look well after a long voyag.

"There is a tent," the cry andeedly rose—"there, as to these intile dark bushes, and over there again—there, a quantity of them, that must be a town," and with sea clamations the attentions of the new gold-ringen acided now to one, now to the other shore; and as he fitter a fresh breaze and the extraordinarily strong in that flows here carried as speedly up into the bard in ward the hill upon above brow the first had a Francisco itself became visible.

But I can't see any body washing," some disappoint voice cried from the foreactic, "donner-wetter, is the any room left on shore, "the good man seemed to fore would be crowed here on the hills.

"There are engines—there they are washing!" suide sude-nly origin, and with them a king of assertment of the restly of the that, we crew a little nearer the spot, and found in these synthesis of gold hunters a couple of quest core, which had not caught up by fifty other voices; the men seemed proposed gold hunters a couple of quest core, which had not caught or passenger of the restly of the that, we crew a little nearer the spot, and found in these spots and Francisco itself now attracted all our given in the processing of gold in the small valler.

But an Francisco itself now attracted all our given in the start of the restly of the time.